

LOC/DME I-HJT <b>111.95</b> Chan <b>56(Y)</b>	APP CRS <b>036°</b>	Rwy Ldg TDZE Apt Elev <b>10000</b> <b>645</b> <b>645</b>	<b>ILS Z RWY 4L (CAT II &amp; III)</b> DETROIT METRO WAYNE COUNTY (DTW)
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From GRBAC, SIZOR: RNAV 1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

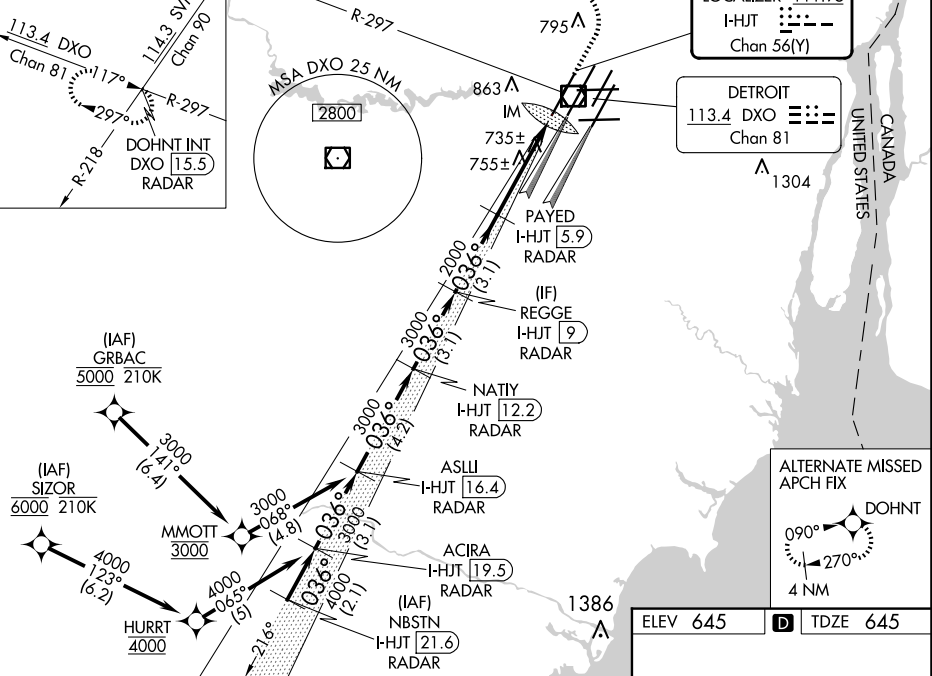
ALSF-2



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME/RADAR and hold.

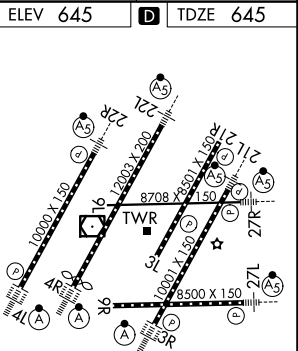
D-ATIS <b>133.675</b>	DETROIT APP CON <b>124.05 284.0</b>	METRO TOWER <b>135.0 317.725</b>	GND CON <b>121.8</b> (NW) <b>132.725</b> (SW)	CON <b>119.45</b> (NE) <b>119.25</b> (SE)	CLNC DEL <b>120.65</b>	CPDLC
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MISSED APCH FIX



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
ASLLI I-HJT [16.4] RADAR	NATII I-HJT [12.2] RADAR	REGGE I-HJT [9] RADAR	PAYED I-HJT [5.9] RADAR
3000	3000	3000	2000
GS 3.00° TCH 55			IM I-HJT [1.8] 745
4.2 NM	3.1 NM	3.1 NM	4.1 NM
A	B	C	D
S-ILS 4L	CAT II RA 101/12	100 DA 745	
S-ILS 4L	CAT III	RVR 600	

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



TDZ/CL Rwy 3R, 4L, 4R and 22R  
REIL Rwy 3L, 9L, 9R and 21R  
HIRL all runways